

# PLANNING COMMISSION WORK SESSION NOTES

## Eisenhower West Small Area Plan Work Session

Wednesday, March 11, 2015 | 6:30 – 8:00 pm | City Council Chambers

Staff gave an update to the Planning Commission on the Eisenhower West Small Area Plan at a work session on March 11<sup>th</sup>. The update was also an opportunity to check in with the Planning Commission before proceeding with more detailed analysis work and drafting of the plan in the spring and summer. Generally, the Planning Commission viewed the Plan as heading in the right direction.

### 1 LAND USE

- Idea of flex/residential was well received and might be an appropriate location for affordable housing units
- Plan might be proposing more office than current demand
- Strategies for implementing office
  - Lower office SF in plan
  - Expand flex space locations
  - Wait for office demand to increase on particular parcels
- The multimodal bridge, depending on the option selected, could make the Virginia Paving site more accessible and other land uses on that site could become more appropriate
- A larger park near the Metro might not be the highest and best use, particularly as a larger park northwest of the plan area might be more necessary
- The plan should identify a zone for a school site, depending on school enrollment forecasts

### 2 TRANSPORTATION

- Shifting Corridor B to Eisenhower Avenue appears complimentary to plan principles
- Transit investments needed for Eisenhower Avenue will be studied, Eisenhower Avenue becoming “Corridor D” could be an outcome
- Transportation Commission will be briefed on the plan in April and May
- Multimodal bridge preferred alignment, modeling of 2040 baseline, and modeling of 2040 concept plan should be completed in a couple of months
- Transit, beyond Metro, is key to making the area more connected and less isolated
- Trash trucks along Eisenhower Avenue will eventually need to be diverted to a parallel road to achieve a “Great Street”
- Street network should be flexible but not so loose that the intent to creating neighborhood scaled blocks disappears
- Relax city standards on parking underneath streets
- Allow shuttle buses to use metro bus facilities for drop off and pick up

### 3 REGIONAL INVOLVEMENT

- Fairfax County staff attends Steering Committee and community meetings
- Fairfax County staff has presented on relevant projects to Eisenhower West at a Steering Committee meeting
- Fairfax County transportation staff are represented on the Technical Advisory Committee for the Eisenhower West Transportation Study
- Planning efforts adjacent to Eisenhower West in Fairfax County are currently not prioritized in their work plan

### 4 MARKET/ECONOMICS

- Concern for maintaining local businesses and not driving them out given the importance of economic incentives in this plan
- Economics and improving commercial market are key to the plan and have been a point of consensus throughout the process

### 5 PHASING

- When you show something on a drawing, it perceived as absolute, even if the intent is flexible
- Plan will have a phasing element and strategies to incentivize development
- Not as detailed as other plans, need to be flexible and determine what that means
- Interim plan is more important than long range, interim can still mean 20 years as in the case of Potomac Yard

### 6 TIMING

- Concerns with completed plan by Fall 2015 during an election year
- A lot to accomplish by Fall 2015
- Plan needs to stay on schedule in order to begin Old Town North SAP

### 7 FUNDING

- Landowners funding plan creates appearance of conflict despite firewalls, like MOUs
- Other plans like Potomac Yard and Oakville were partially funded through developers, but not the Waterfront Plan
- Landowners offered to pay for consultant work in May 2013 letter to City Council; Funding resources would be used to speed up process, not influence content